The Relationship between Joint Spacing and Distresses Present

FAA Technology Transfer Conference 07 August 2014, Atlantic City, NJ

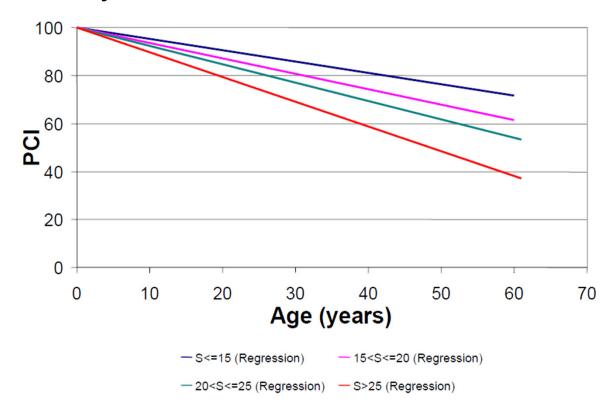
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Introduction

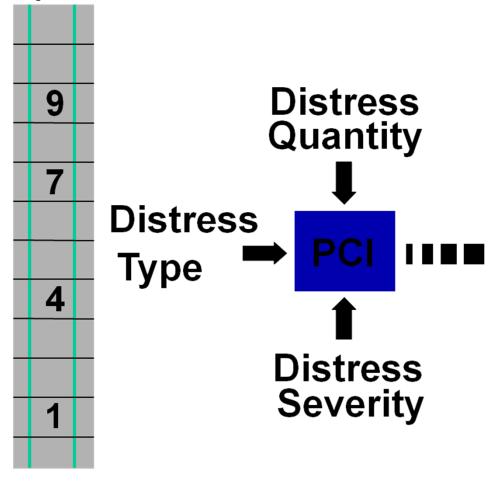
Previous research indicates smaller joint spacings cause PCC pavements to perform better and have lower life cycle costs.





Why?

Sample Units



PAVEMENT CONDITION INDEX (PCI)	COLOR CODE	RATING
100-86		GOOD
85-71		SATISFACTORY
70-56		FAIR
55-41		POOR
40-26		VERY POOR
25-11		SERIOUS
10-0		FAILED
		NOT SURVEYED



Objective

- This study attempted to determine the mechanism by which smaller slabs perform better
 - Fewer distresses?
 - Fewer high-deduct distresses?
 - Lower severities?





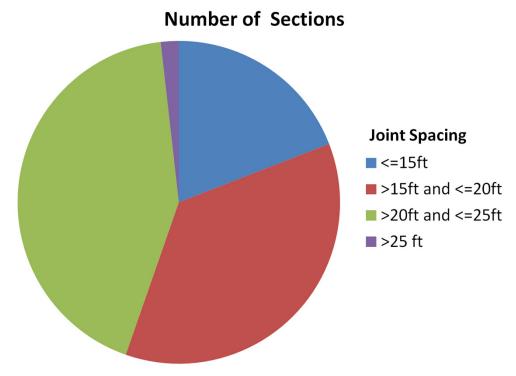
Research Approach

- Data for 7,800 PCI-inspected pavement sections obtained from USAF
- Categorize sections by joint spacing
- Determine which distresses were present
- Calculate rates of distress occurrence
- Calculate typical distress density
- Determine most common distress severity levels

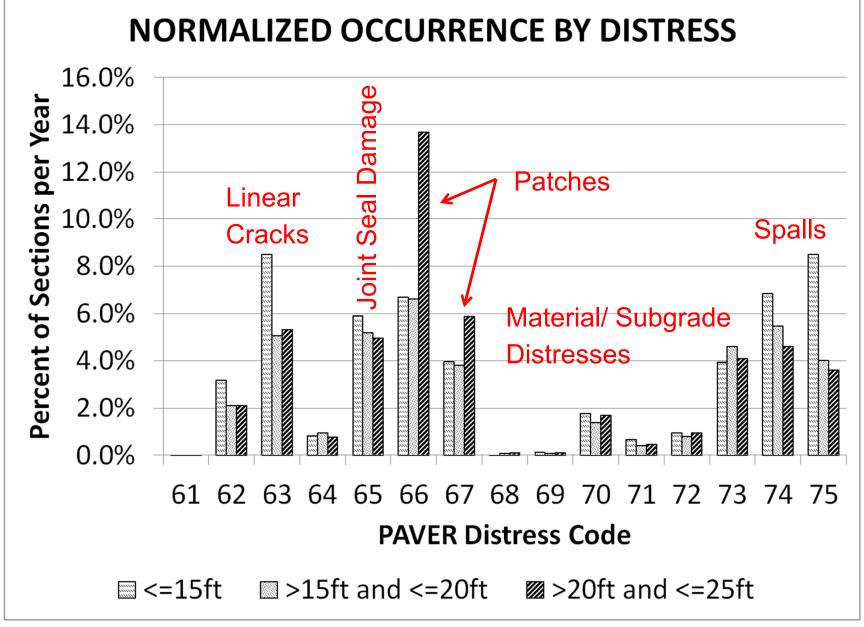


Data

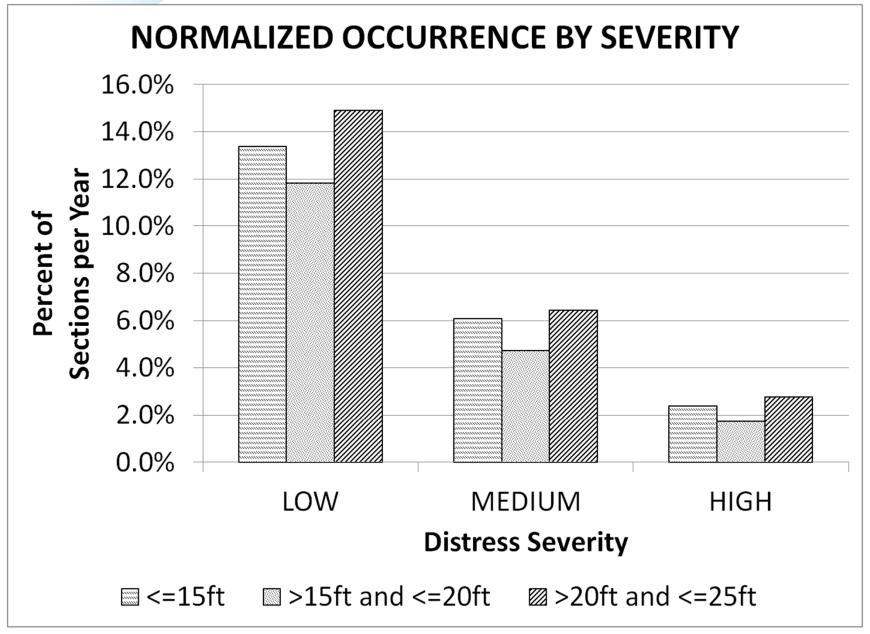
- Database expanded from previous research
- Divided into same 4 slab size categories
- Slabs larger than 25ft not included in analysis due to small sample size





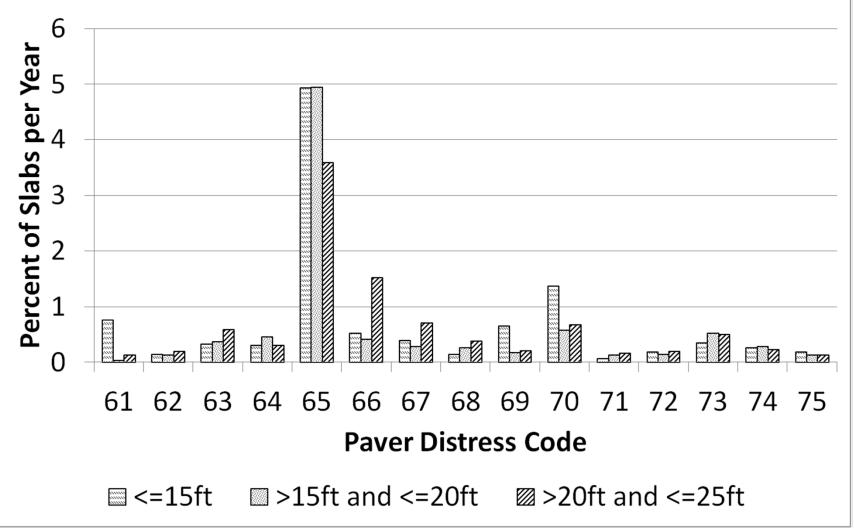




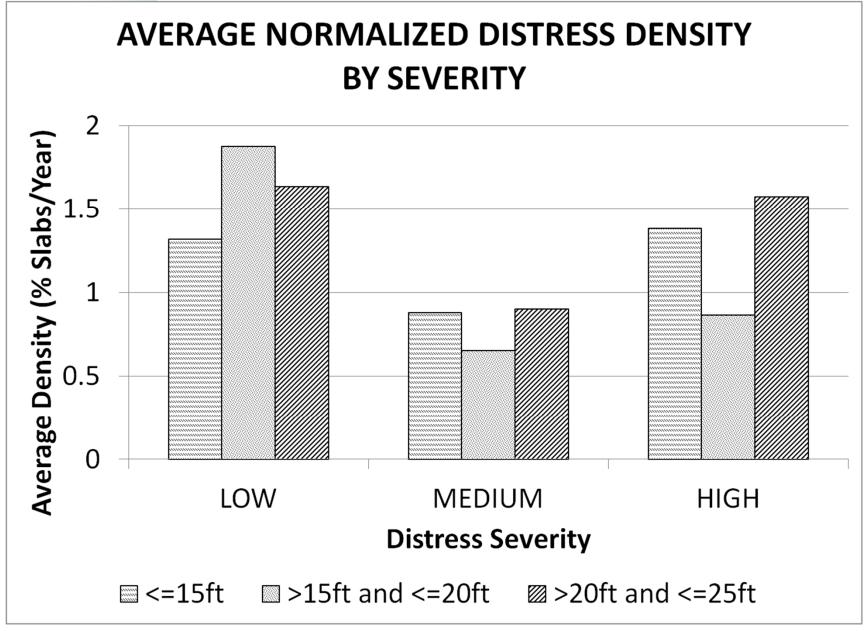




AVERAGE NORMALIZED DISTRESS DENSITY BY DISTRESS









Deduct Values-Patching

Small

Isint Spesing (f4)	Severity			Total
Joint Spacing (ft)	Low	Medium	High	Total
s<=15	0.0068	0.0018	0.0002	0.0089
15 <s<=20< td=""><td>0.0048</td><td>0.0014</td><td>0.0003</td><td>0.0065</td></s<=20<>	0.0048	0.0014	0.0003	0.0065
20 <s<=25< td=""><td>0.0340</td><td>0.0034</td><td>0.0003</td><td>0.0378</td></s<=25<>	0.0340	0.0034	0.0003	0.0378

Large

Inited Spening (64)	Severity			Total
Joint Spacing (ft)	Low	Medium	High	Total
s<=15	0.0115	0.0035	0.0008	0.0158
15 <s<=20< td=""><td>0.0074</td><td>0.0028</td><td>0.0010</td><td>0.0112</td></s<=20<>	0.0074	0.0028	0.0010	0.0112
20 <s<=25< td=""><td>0.0224</td><td>0.0285</td><td>0.0011</td><td>0.0520</td></s<=25<>	0.0224	0.0285	0.0011	0.0520



Deduct Values-Joint Spalling

Joint

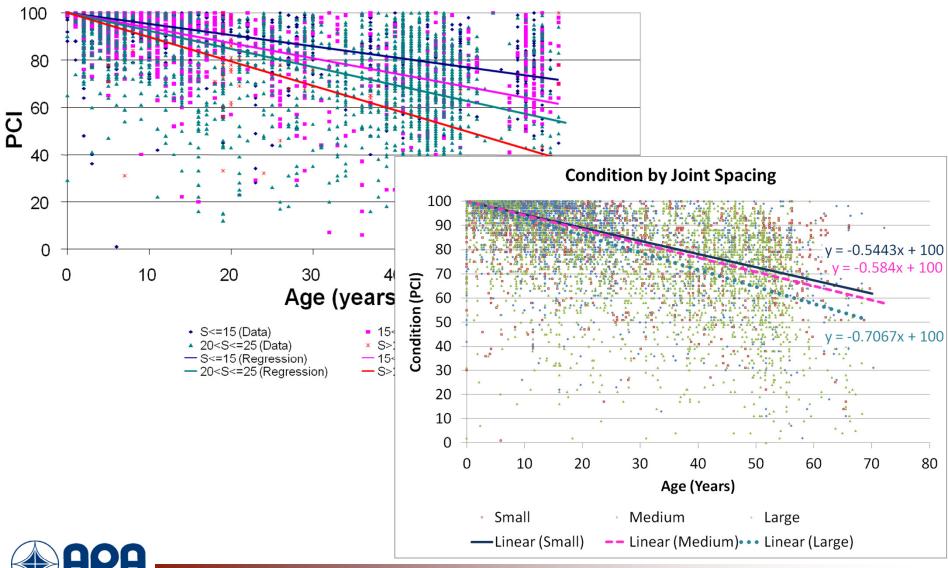
Joint Spacing (ft)	Severity			Total
	Low	Medium	High	
s<=15	0.0052	0.0032	0.0019	0.0103
15 <s<=20< td=""><td>0.0046</td><td>0.0018</td><td>0.0009</td><td>0.0073</td></s<=20<>	0.0046	0.0018	0.0009	0.0073
20 <s<=25< td=""><td>0.0031</td><td>0.0021</td><td>0.0015</td><td>0.0066</td></s<=25<>	0.0031	0.0021	0.0015	0.0066

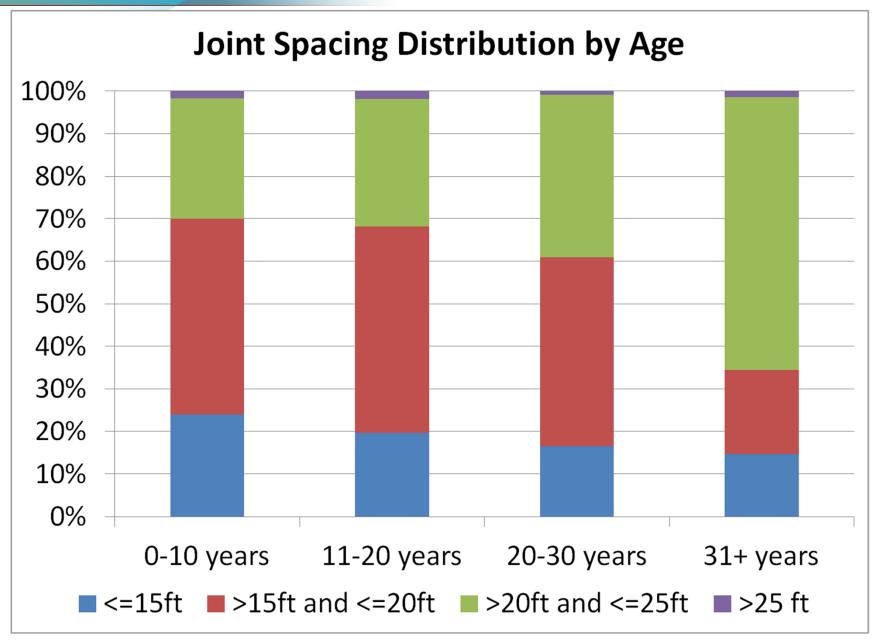
Corner

Joint Spacing (ft)	Severity			Total
	Low	Medium	High	
s<=15	0.0063	0.0016	0.0004	0.0083
15 <s<=20< td=""><td>0.0017</td><td>0.0007</td><td>0.0004</td><td>0.0027</td></s<=20<>	0.0017	0.0007	0.0004	0.0027
20 <s<=25< td=""><td>0.0013</td><td>0.0008</td><td>0.0003</td><td>0.0024</td></s<=25<>	0.0013	0.0008	0.0003	0.0024



Compare to Previous Findings







Conclusions

- The overall trend of smaller joint spacing performing better is supported by this data set
- The mechanics of why smaller slabs perform better were not identified
 - Distresses do not appear to occur at higher rates on larger slabs
 - Distresses do not appear to be more severe on larger slabs
 - High-deduct distresses do not appear to occur at higher rates on larger slabs
- The possibility of a correlation with date of construction (not age at inspection) should be investigated

